



MAYDAY



The Official Newsletter of the Motorsport Emergency and Turnworkers Association

M.E.T.A. c/o: 10952 McAdam Road, Delta, BC, V4C 3E8

Newsletter E-Mail: maydayeditor@meta.bc.ca

META Website: <http://www.meta.bc.ca/>

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CLUB EXECUTIVE

PRESIDENT:

Roger Salomon
604-581-7189
president@meta.bc.ca

VICE PRESIDENT:

Dallis Smith
604-464-0983
vicepresident@meta.bc.ca

SECRETARY:

Angus Glass
604-596-4736
secretary@meta.bc.ca

TREASURER:

Linda Zumm
604-521-4439
treasurer@meta.bc.ca

PAST PRESIDENT:

Lynn Rimmer
604-584-1503
pastpresident@meta.bc.ca

NEWSLETTER STAFF

EDITOR:

Andrew Clouston
604-942-4974
maydayeditor@meta.bc.ca
fax 604-777-7703

MEMBERSHIP

Thomas Liesner
604-584-1503
membership@meta.bc.ca

All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, Club Executive, or the members of META.

META meetings are held on the fourth Wednesday of every month, except December. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Produced in Canada.

Next META meeting will be
JANUARY 28, 2015

Our meeting location is Boston Pizza
1045 Columbia, New Westminster, BC

SPEED READING

Jan 14	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Jan 17&18	Ice Race # 1 – Barnes Lake	WCIRABC	Ashcroft, BC
Jan 24	Rolex 24 at Daytona – USCC	IMSA	Daytona, FL
Jan 28	META Meeting – Boston Pizza	7:30	New West, BC
Jan 31	META Banquet – Guildford Golf and Country Club	5:30	Surrey, BC
Jan 31&Feb 1	Ice Race # 2 – Barnes Lake	WCIRABC	Ashcroft, BC
Feb 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Feb 14&15	Ice Race # 3 – Barnes Lake	WCIRABC	Ashcroft, BC
Feb 25	META Meeting – Boston Pizza	7:30	New West, BC
Feb 28 & March 1	Ice Race #4 – Barnes Lake	WCIRABC	Ashcroft, BC

Please Note that Ice Races are subject to Ice and Weather conditions. Please call the hotline 604-817-0000 or check the website <http://www.carsonice.ca/> before traveling.

WCIRABC 2015 Ice Race Dates

January 17 & 18

January 31 & February 1

February 14 & 15

February 28 & March 1

<https://www.facebook.com/wcirabc>

As of January 2: "11 inches of good ice"



Presidents Report

2015 – a new year for motorsports and better things to come. First, I wish you a happy and prosperous year and I hope that all of you have your schedule for racing (almost) finished.

But first let's start the year off with a great gathering at the META banquet and let's promote our fun event. Bring a friend, mother, grandmother, or father, cousins, uncles, exes etc and make it fun! For tickets call Doris Gildemeister at 604 588 9218. Date is January 31st at Guildford Golf and Country Club. Topic this year is to create a display with zapstraps (cableties/quickstraps) with a racing theme. Here are the rules:

- You are allowed to have a wooden, cardboard or other base for your display.
- Zapstraps (cableties/quickstraps) plus glue and /or paint are the only things allowed and it has to be racing oriented.
- Every competitor will put the display on the table with a number supplied by the banquet committee and the guests will vote for the three prizes. First prize will be \$50, Second prize \$30 and Third prize \$20 (prize money donated by Rosal Enterprise). So use your imagination and let's see what you are made of and let's have some fun.

For award nominations, Joe Proud is looking for nominees. Deadline January 10th. Please give him a call at 604 543 6690.

Thanks again everyone for showing up for our Open House which was a great success. And lastly, please don't forget our monthly meeting on January 28th at Boston Pizza New Westminster.

Yours in the sport

The Prez

TIME TO RENEW YOUR MEMBERSHIP IN META

It's that time of year again!!!

The membership list will be purged of non-renewals March 31.

Look elsewhere in this issue for the renewal form or you can renew your membership on-line using *PayPal* or *credit card* at:

<http://meta.bc.ca/wordpress/forms>

Thank you for your support.



META AWARDS BANQUET

SATURDAY JANUARY 31, 2015

GUILDFORD GOLF AND COUNTRY CLUB

7929 – 152ND ST
SURREY, BC

TICKETS \$45.00
HAPPY HOUR 5:30
DINNER 6:30

THIS YEAR THERE WILL BE A SPECIAL CHALLENGE
WITH CASH PRIZES

\$50 1ST PLACE – \$30 2ND PLACE – \$20 3RD PLACE
SPONSORED BY ROSAL ENTERPRISES

YOUR CHALLENGE IS TO CREATE A “ZIP TIE ART” OBJECT
YOUR CREATION MUST BE RACE RELATED
YOU MUST USE ONLY ZIP TIES (GLUE IS OK)
YOU CAN MOUNT IT ON A WOODEN BASE
BRING IT TO THE BANQUET FOR VOTING

RESERVED TICKETS AVAILABLE FROM DORIS GILDEMEISTER:
604-588-9218
dg-meister@hotmail.com

TICKETS MUST BE RESERVED BY JANUARY 23

*MOTORSPORT EMERGENCY AND
TURNWORKERS ASSOCIATION*

LETS RACE



WHEN:

Jan 17/18
Jan 31/Feb 01
Feb 14/15
Feb 28/Mar 01

Racing's not a summer sport

Race wheel to wheel
or against the clock

WHERE:

Barnes Lake
Ashcroft, BC

Think you're a real
driver?

Let's race

WWW.CARSONICE.CA



ICSCC 2015 *Tentative* Schedule

To Be Confirmed at Spring Meeting January 10

April 19	IRDC Enduro	TRMP	Shelton, Wa
May 2-3	Race # 1	PIR	Portland, Or
May 16-17	Race # 2	PR	Seattle, Wa
May 23-24	Race # 3&4	ORP	Grass Valley, Or
June 6-7	Race 5	PIR	Portland, Or
June 19-20-21 (TBC)	Race #6&7&8	SCR	Spokane, Wa
July 10-11-12 (TBC)	Race #6&7&8	SCR	Spokane, Wa
July 17-18-19 (TBC)	Race #6&7&8	SCR	Spokane, Wa
Aug 1-2	Race #9	PR	Seattle, Wa
Aug 22-23	Race #10	PIR	Portland, Or
Sept 5-6-7	Race #11&12&13	MRP	Mission, BC
Sept 19-20	Race #14	TRMP	Shelton, Wa
Oct 3 (TBC)	Race #15	ORP	Grass Valley, Or
Oct 4 (TBC)	TC Enduro	ORP	Grass Valley, Or
Oct 17	Cascade Enduro	PIR	Portland, Or

SCCBC 2015 *Tentative* Schedule

Mission Raceway Park

March 21-22	Driver Training	
April 4-5	CACC	Race #1
May 30-31	CACC	Race #2
June 13-14	Driver Training #2	
June 27-28	CACC	Race #3
July 18-19	CACC	Race #4
Aug 8-9	CACC	Race #5
Aug 22-23	VRCBC	BC Historic Motor Races
Sept 5-6-7	ICSCC	Triple Race
Oct 10-11	CACC	Race #6

SCCBC has been advised by Custom Car Club that one weekend in the summer may need to be shifted. They won't know for sure until Jan 14th on this. If they do move it, it may not affect this tentative schedule.

From: <http://www.racer.com/indycar/item/111784-indycar-2018-mario-andretti>

IndyCar 2018 by Mario Andretti

Monday, 15 December 2014

David Malsher

Earlier this week, Mario Andretti sat down with [RACER's](#) David Malsher to talk about what he'd like to see in IndyCar by 2018.

With the next-generation IndyCar due to start racing in 2018, RACER is running interviews with "the great and the good of IndyCar past, present and future" and asking fans to email Indycar2018@racer.com all to discuss what they think IndyCar should be like in 2018.

RACER promises to compile the e-mails and send them on to IndyCar.

"IndyCar president of operations and competition Derrick Walker has been not only supportive of this project, he has vowed to read responses from readers and experts alike," writes David Malsher. "We can be certain, too, that he'll share these with the appropriate departments within IndyCar."

Malsher: Something tells me that one of the things you want changed far sooner than 2018 is the schedule and in particular, the length of the calendar...

Andretti: Ha, you've got that right. I cannot come to terms with the reasoning for ending the season so early. I'm holding back as much as I can because you don't want people to see you bad-mouthing something we all love and support. But let me say this: Traditionally we start in March and end in November – been like that for 50 years or more – and the group that follows us are from the same fanbase as Formula One and NASCAR, not football or basketball. So IndyCar needs to be there for the same length of time as our real series rivals, not outta sight, outta mind. And it bothers me that I don't hear a lot of screaming from the teams or the drivers about this. I tell ya, if I was active today, I'd be up in arms. Everything we have is invested in this. This isn't something we just pick up for two or three years and walk away. It's vital that we make the Verizon IndyCar Series sustainable, a long term success, and a schedule that only goes from March to August isn't going to do it. That's my belief.

I assume also that you're against double-points for certain races...

Yes because one of the reasons CART happened was because – as Dan [Gurney] said at the time – the way USAC had it set up meant the Indy car season was the Indy 500 and a bunch of minor-league races. That's the way it came across; nothing was done promotion-wise for the other races except what the track promoters did for themselves. No one except the diehard fans and the local people to the tracks knew we were out there, busting our asses at Trenton, Phoenix, Pocono, and so on, all through the year. It was like the season began and ended with the Month of May. So I think it's going backward to have certain races worth double points, making them more important than the others. Sure, let's have a Triple Crown of 500-mile races, but make them big money-wise; don't make them worth more points. What's a race promoter of one of the non-double races supposed to think of that?

Agreed 100 percent. Hopefully this gets changed very soon. As far as the car is concerned, what do you think needs to be the priority for 2018?

I have a tough time dreaming up something from a blank piece of paper. In all my years, I spent the off-season like an expectant father, waiting for the baby to arrive, not creating it! I was lucky enough to race at a time when there was a new car for each season and I'd be looking to the engineers at Lola or Lotus or Clint Brawner or whomever, to come up with something that would wow me. I had a little bit of input in the construction of the Lotus 78, in fact, but generally that was not my scene. The way I see it, when you're surrounded by people you believe in, you let them go do what they do best. Then I'd look at their work, and listen to the principles behind it, and think, "OK, now it's down to me to make it talk." So I've never had what you'd call creative ability; I was the guy relaying what the car needed, what I wanted it to do, and then taking what the engineer had built for me and making it talk my language.

Well obviously those days in IndyCar have been dormant and so there's a big debate about reintroducing technical innovation. On one level, allowing teams to modify the cars themselves, or at another level, removing the spec-car idea altogether and declaring open-season – anyone can come and build an IndyCar. Where do you stand on that? Are, for example, the aero kits – an ability to stamp a manufacturers' identity on their cars – going to be something that lures more manufacturers in?

Quite honestly, there will always be arguments for and against, and it's up to IndyCar to decide what's viable. As a team owner, Michael [Andretti], for example, will argue against constant technical development on the grounds of cost. Personally I would *love* to see the cars with a basic chassis but teams have an ability to personalize the bodywork, within certain rules like Formula One, but allowing creativity, so the cars aren't just about paint-job vs. paint-job. As Michael says, from a cost factor, that might not be feasible and also there are worries about how it will affect the racing. These aero kits, for example, may hurt the on-track product: the Honda may have a better road course package, the Chevrolet may have a better oval package, for example – but either way, the field is going to be split. And that's after three seasons – and I don't think anyone can argue this point – of IndyCar racing being as competitive as we've ever seen it. It's been fun to watch wherever they go, on all types of track.

I'm worried about the aero kits being so efficient on ovals that we return to crazy IRL pack racing, when what's actually needed is what we've talked about before – a bigger difference between terminal speed on straights and apex speed.

Yeah, and I think that's true; I want to see the drivers backing off for the turns because it brings a lot more driver skill into it. But it's a tough one in many ways because to make that happen, we'd need a lot more horsepower rather than removing downforce. Some of the best Indy car races we've seen have been in the last three years because in this car, you can follow your rival closely. So do we make it a better show, or do we do something that separates the men from the boys?

You could argue that on the ovals, the cars are too easy to drive, especially at Indy. If you gave me a decently set up car, I guarantee you I could be flat all the way around the Speedway after a couple laps, and that's not right and not something you could have done in the 1990s! But at least during the race you do still have to back off, it's still a challenge, and the racing's still good. So where do you tweak the car to get it more challenging for qualifying but still allow them to run close on race day? I wouldn't want that job of balancing that challenge.

So-called “green technology” – is that something IndyCar needs to embrace with the 2018 car? Would that attract more manufacturers in or would it drive the current manufacturers away complaining about costs? And would it attract more fans if IndyCar could boast about its green credentials?

The people who run IndyCar have always got to look at the trends, because it's essential to keep the manufacturers interested, to see whether “green” is the way they want to go. Sometimes, whether you like it or not, you've got to slide in a certain direction according to what the manufacturers want. I think it's probably inevitable that hybrid units will eventually be the way to go. Whether that's for 2018, I don't know.

The sad thing is the lack of sound that used to be such an important part of the spectacle. It's politically incorrect to say that in Formula One at the moment because no one wants to admit how much they lost; can you imagine the difference in the grandstands as last year's cars and this year's cars went by? Fortunately IndyCars still sound good, there's no Energy Recovery System, so you get that nice whistle from the turbos. They could do with a higher rev limit so we could really hear how good the engines sound, but if the engines have got to do more than 2,000 miles, you can't have a 15,000 rpm limit.

Anyway, we all know we need the manufacturers, they're vital to our sport, their brands bring credibility and they invest and market the sport, so if that means some of us purists cringe a little bit because the manufacturers want hybrids or ERS, then we've got to suck it up. Nothing stays the same and so we have to accept that; we can't live in the past.

The talk about closed cockpits on open-wheel cars is becoming more regular and lasting longer, to the extent that I now think it's only a matter of time. Should that time in IndyCar be 2018, and how would you feel about it?

Well, I'm all for safety and every race series in the world should make safety a work in progress forever. But... a bubble cockpit, to me, would take so much away from the purity of the sport. Open-wheel cars should be open-cockpit. I think you can have the driver sit lower, relative to the sides of the cockpit, but still have the helmet out there. The only way I'd go for a bubble canopy would be if you could guarantee it made the driver 100 percent safe, and that's never going to happen. So no, I don't like the idea at all.

Is the current race format adequate? Would something radical like three shorter races be more appealing perhaps for those of a shorter attention span?

Huh? No, no. Why are we trying to reinvent the wheel? The product is fine. Like I said, the actual racing is better than it's ever been. And having one main event is the right way to do it. I think it's important to always give the spectators something to watch on track, and the events where you have the United SportsCar Championship and the various Mazda Road To Indy series on the bill are fantastic. It's a great package, very appealing for the fans. But have those races building to one main event, the IndyCar race is the way to do it. Breaking it down into segments, so there are three starts, three finishes... no, that dilutes it. Plus if someone sees two of the races, he may cut and run to beat the traffic so the stands look empty by the third race.

Does the IndyCar Series have enough points of differentiation compared with other top open-wheel series? Is circuit variety enough?

Yeah, absolutely. Ab-so-lutely. We still have superspeedways, short ovals, street circuits and road circuits. We could probably do with more natural road courses, to be honest, but that's something that comes down to marketing, finding a financial arrangement that can work for a circuit and for IndyCar and maintaining that and building on it over the long term. We cannot be going to tracks just one or two times and expect to build a local fan base overnight. A race is an event that has to be given the chance to become established. Ovals, as a whole, have that problem; for some reason we're not drawing the crowds we once were, even though the racing's great, even though on an oval, a fan can see the whole track from the grandstand. Part of the issue there is often the lack of action on track; not enough support series so the crowd's not getting enough for its money.

Yes, and there's also the marketing issue. It was great seeing Ryan and Will on Letterman after the 500 and after the championship, respectively. But I think better local promotion for these races is needed at the venues, way ahead of time, to get the fever building...

Yeah, but I don't think it can be sold on just the racing alone, not to the casual fan who doesn't necessarily know what he or she is watching. They need the human connection. To get a casual fan drawn in to our sport, they need to know the drivers involved, so that the Scott Dixons of this world are conversation topics at the water-cooler on a Monday morning. People aren't familiar with our drivers, and that's what I think IndyCar has done poorly and what most needs to change – spending the money to get us known. At each venue there needs to be a lot of advance work done, to expose the guys in the cockpit to people who might become interested as a result of meeting a Dixon, a Hunter-Reay, and so on. That might be enough to make them come to the track and see the race, and then carry on tuning in on TV for the rest of the season.

As far as depth of talent in the IndyCar Series, let me tell you, this is as good as it's ever been. Top quality, front to back. We've got a great mix of international talents fighting with American drivers, and there are also some really good American kids on the fringes – Sage Karam, obviously, but also more still on the Mazda Road To Indy program. And yet who knows about all this? Not enough people. Our drivers need to be brought to the forefront to tell their story. It can't all fall to the individual sponsors to do that. There has to be a core group pushing these drivers into mainstream America.

So from my point of view, the most important thing about the 2018 car, whatever form it takes, should be about not messing up the current product which is right there, really good, and just needs minor tweaks from year to year. Honestly, we've got to get out of this habit of thinking we need to reinvent the wheel all the time. What we need to do is make people aware IndyCar exists, focus on marketing it. That's how to get fans, sponsors and manufacturers to sit up and take notice.

2015 RACE OFFICIALS LICENSES 2015 SAFETY MARSHALS LICENSES

***MAIL-IN FORMS WILL NOT BE ACCEPTED FOR 2015
THE ONLINE FORMS MUST BE USED***

Before you apply online for your 2015 license you will need to scan the following items and attach the scans to your application:

- your 2015 club membership card in an affiliated club
- proof of recent experience (a scanned Officials Log Book)
- a passport sized recent head and shoulder photo – in JPG format
- if you choose to provide the annual waiver form please use the electronic signature format for online applications by choosing the SIGN NOW blue button

PLEASE REMEMBER YOU MUST RENEW YOUR CLUB MEMBERSHIP BEFORE APPLYING FOR YOUR NEW LICENSE

THANK YOU FOR YOUR PATIENCE

Online license applications can be found on the CACC Website
<http://www.caccautosport.org/forms/>

Officials Licensing Administrator: Pam Stec, race_licensing@caccautosport.org
Track Officials Director: Tasma Wooton, track.officials@caccautosport.org

SOVREN 2015 Race Schedule

Spring Sprints	May 1-3, 2015 <i>Test-n-Tune Friday</i>	Pacific Raceways
Spokane Festival of Speed	June 5-7, 2015 <i>Test-n-Tune Friday</i>	Spokane County Raceway
Pacific Northwest Historics	July 3-5, 2015	Pacific Raceways
*SVRA Portland Historics	July 11-12, 2015	Portland International Raceway
*Vintage Grids at The Ridge	TBA	The Ridge Motorsports Park Mission, B.C.
*British Columbia Historic Motor Races	TBA	Portland International Raceway
Columbia River Classic	September 5-6, 2015	Pacific Raceways
Fall Finale	September 26-27, 2015	Goldendale, WA
*Maryhill Loops Hill Climb	TBA	

Races denoted with an asterisk are non SOVREN events but count towards season points championship



Andretti Sports Marketing
Contact: Jillian Unitas
(P) 410.598.5100
Jillian.Unitas@andrettisportsmarketing.com

SUPPORT SERIES CONFIRMED FOR INDY GRAND PRIX OF LOUISIANA

Inaugural event secures three additional series for the 2015 race weekend

NEW ORLEANS (Dec. 10, 2014) - Andretti Sports Marketing and the *Indy Grand Prix of Louisiana* confirm a world-class lineup of races for the 2015 event weekend, [April 10-12, 2014](#). In addition to the Verizon IndyCar Series, the *Indy Grand Prix of Louisiana* will showcase continuous on-track action from the Mazda Road to Indy (MRTI) ladder program, International Motorsports Association (IMSA) and the Sports Car Club of America (SCCA).

Providing support for the headlining Verizon IndyCar Series race will be: Cooper Tires Prototype Lites Powered by Mazda, Porsche GT3 Cup Challenge USA by Yokohama and the Mazda MX-5 Cup Presented by BF-Goodrich Tires. MRTI will feature two of the three steps of the open-wheel ladder system with Pro Mazda Presented by Cooper Tires and Cooper Tires USF2000 Powered by Mazda

"We are thrilled and honored to add a world class lineup of racing series for our inaugural event to compliment the featured Verizon IndyCar race and look forward to working with our longtime friends at Andersen Promotions, IMSA and SCCA to produce a great weekend of racing action," said **Tim Ramsberger, Andretti Sports Marketing Vice President and Indy Grand Prix of Louisiana General Manager**.

"We at Andersen Promotions are very pleased to be able to bring our Mazda Road to Indy program to the *Indy Grand Prix of Louisiana* for the inaugural event. Having visited the NOLA facility during our 2014 Cooper Tires Winterfest, we found it to be a terrific venue with a strong staff in place, and working with our longtime friends at Andretti Sports Marketing is an added plus," said **Dan Anderson Owner and CEO of Andersen Promotions**. "New Orleans is a special city and our drivers, teams, sponsors and staff are looking forward to a wonderful weekend in April!"

First-time fans have the opportunity to watch some of the most exciting racing series compete on the 2.67-mile track at NOLA Motorsports Park. Race organizers anticipate announcing a detailed event and race schedule sometime in early to mid-[January 2015](#).

"SCCA Pro Racing in conjunctions with its long-term partner Mazda are thrilled to be bringing the Battery Tender Mazda MX-5 Cup series to NOLA Motorsports Park next April to the inaugural Indy Grand Prix of Louisiana," said **Robert Clarke, President of SCCA Pro Racing, Ltd.** "What a fantastic setting and facility to host one of the most competitive racing series in the world. We could not be more eager for [April 10th](#) to arrive!"

"We can't wait to see all these different cars and drivers take to the revamped NOLA Motorsports track," said **Kristen Energon, President of NOLA Motorsports Park**. "The great variety of support series from sports cars, smaller open-wheel racers and of course Verizon IndyCar will give our fans an amazing show, with almost non-stop action on the track!"

About the Indy Grand Prix of Louisiana

The Indy Grand Prix of Louisiana will take place [April 10-12, 2015](#) and is hosted at NOLA Motorsports Park, in Avondale, Louisiana. This three-day weekend festival will attract party-goers from all over the world to witness this first-time action packed event. The newly designed NOLA Motorsports Park facility will feature a 2.67-mile track with 13 turns that incorporate passing zones suitable for the Verizon IndyCar Series and Mazda Road to Indy Series.

About NOLA Motorsports Park

Founded in 2011 and located just twenty minutes from downtown New Orleans French Quarter area, NOLA Motorsports Park offers an experience like no other through their world-class driving school, state-of-the-art karting facility, corporate event space and one of a kind multi-course track. The Indy Grand Prix of Louisiana will be the first premier American-based open-wheel racing event to take place at NOLA Motorsports Park.

Bernie Hamm
Auto Technician "The Doctor"

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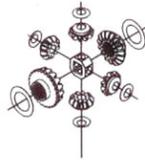
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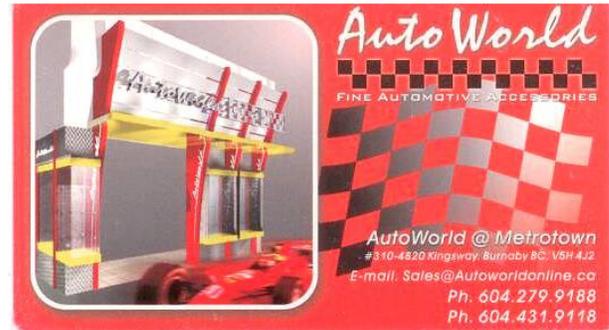
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PLEASE MAKE CHEQUES PAYABLE TO META or Renew on-line by PayPal or credit card at

<http://meta.bc.ca/wordpress/forms>

Membership cost is \$25 / year – Membership year ends Dec. 31 – Note that the META newsletter is only sent via E-Mail